2010 Urban Grant Application

for Urban Arterial Program (UAP)

Your signed application and required attachments must be postmarked by **August 31, 2010**
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Funding Program: Urban Arterial Program (UAP)

Find Legislative District

Agency Name: **AUBURN**

Legislative District: WA-031

Arterial Name: Auburn Way South - SR 164

Find Congressional District

Project Limits: Fir St SE to Hemlock St SE

Congressional District: WA-008

Length in Miles: 0.14 miles

Federal Route Number: 1763

Functional Class: Urban Principal

Contact Person: Chris Hankins

Phone Number: 253-804-5040

Email Address: chankins@auburnwa.gov

APPLICATION ATTACHMENTS

*Required for **all** applications*

- ☑ Detailed vicinity map (8½" x 11") clearly showing project limits
- ☑ Detailed project cost estimate signed by a professional engineer registered in Washington State
- ☑ Funding commitment letters from all funding partners — Number Attached: **0**
- ☑ Accident analysis worksheet
- ☑ Sustainability worksheet — **Link to Request Accident Data from WSDOT**
- ☑ Typical roadway section
- ☑ If project is on or connects to a state highway, include written concurrence from WSDOT

*If project includes construction of **bicycle facilities** attach*

- ☑ Adopted bicycle plan

PROJECT SCHEDULE

Provide completed or target date

	Date
Environmental documentation complete & permits approved	**9/1/11**
Right of way acquisition	**6/1/12**
Design	**6/1/12**
Construction	**2/1/13**
Project closeout	**2/1/13**

PROJECT FUNDING

Enter the project funding information in the table below

Total Funds Requested: $2,426,400 — Maximum TIB matching ratio: 80.0%

	TIB Funds	Local Funds	Total Project
Special Studies	25,000	6,250	31,250
Design Engineering	261,576	65,394	326,970
Right of Way	221,600	55,400	277,000
Construction Engineering	174,384	43,596	217,980
Construction Other			
Construction Contract	1,743,840	435,960	2,179,800
TOTAL	2,426,400	606,600	3,033,000
Noneligible Engineering Engineering exceeding **25%** of construction costs is not eligible for TIB reimbursement			
Other Noneligible Costs (i.e. landscaping greater than **3%** of total cost, utility undergrounding, sound walls)			
TOTAL ELIGIBLE COST			3,033,000
Calculated TIB Matching Ratio			80.0%

FUNDING PARTNERS

Source	Fund Source	Commitment Letter	Amount
AUBURN	Public		0
Washington State Department of Transportation	Public	NO	0
Muckleshoot Indian Tribe	Other	YES	606,600
TOTAL			606,600

Local funds are correct

GROWTH MANAGEMENT INFORMATION

Complete the questions below to address Growth Management Laws as directed by Revised Code of Washington (RCW) 47.26.282

Describe how the project supports or revitalizes existing urban development in the downtown.

The need for the project was first identified more than a decade ago, during the development of the City of Auburn Comprehensive Transportation Plan, and was later modeled in subsequent studies of circulation patterns in Auburn. The capacity and safety improvements proposed along this segment of SR 164 (Fir ST SE to Hemlock ST SE) will enhance access to the Urban Center. Auburn Way South (SR 164) provides significant economic and transportation benefits to the Auburn Urban Center by serving as a multimodal corridor, moving transit, personal vehicles and freight. Auburn Way South (SR 164) begins in downtown Auburn, a regionally designated Urban Center, and continues southeast to Enumclaw, where it connects to SR 169 and SR 410. Classified as a principal arterial, Auburn Way South is a multilane facility for about half of its 4.4 mile route within the City of Auburn's limits with no true parallel arterial route. Hence it carries a large amount of local and regional traffic to and from the centers it serves. This project will reduce delays for commuters traveling to Auburn Station and freeways, and also enhance multimodal access from the SR 164 plateau to the SR 18 freeway interchange.

Does the project include or encourage infill/densification of residential or commercial development consistent with your local comprehensive plan?

☑ YES ☐ NO

If **yes**, describe below

The City of Auburn Comprehensive Plan designates the areas in the vicinity of the project site along Auburn Way South (SR 164) as a mixture of commercial and residential infill development. These goals and policies regulate the density, size, and architectural design of new infill development along this corridor. Keep in mind that this portion of Auburn Way South is bordered by Muckleshoot Indian Tribe property and is the principal access through the Reservation. The Reservation consists of six sections of land amounting to approximately 3,840 acres, in which much of it still undeveloped or in the very early stage of development. However, the tribe has aggressive plans to develop much of this land with new commercial and residential land uses. The economic prosperity of the Muckleshoot Tribe is linked to Auburn Way South (SR 164) as its sole route of access. The importance of this segment to the tribe and the communities of Auburn and Enumclaw will only increase as this land continues to develop with new commercial land uses and at the planned urban densities by the Muckleshoot Tribal Council.

Describe how the project promotes the use of transit and other multimodal transportation.

This project will promote multimodal travel via access by making the existing transit stops more attractive to riders, providing new sidewalks, and wider lane widths on Auburn Way South to accomodate bicylcists sharing the roadway. This project also enables a more fluid connection to the Auburn Transit Station, which serves Sound Transit commuter rail and regional bus, as well as Metro Transit local bus service. Auburn Way South (SR 164) is a major regional travel route, linking the Growth Centers of Auburn and Enumclaw to destinations including Auburn Station, The Muckleshoot Casino, White River Amphitheater, and Mount Rainer. Auburn Way South (SR 164) has two Metro bus routes and connects within a ½ mile to the Auburn Transit Center, where Sound Transit operates the Sounder and regional bus service, and Metro Transit operates local bus service. The Auburn School District runs 80 buses a day on Auburn Way South (SR 164) including bus transportation to residents living on the Enumclaw Plateau. Auburn Way South accounts for nearly 25% (1,400 students) of the district's entire transportation program.

Indicate the project's multimodal transportation components.

Mark **all** existing or planned components:

☑ Sidewalk ☐ Bicycle Lanes ☐ HOV Lanes ☑ Access to Transit Center or Passenger Terminal

☑ Other - Explain in space below

This project will provide new sidewalks on Auburn Way South including ADA ramps at the intersections with Fir Street SE and Hemlock Street SE. A new traffic signal at the intersection of Auburn Way South and Hemlock Street SE will include bicycle detection loops, countdown pedestrian signal heads and audible push buttons. Transit pullouts will be constructed at the Hemlock Street SE intersection to improve transit access. Wider curb lanes will also be constructed to provide enhanced shared bicycle routes.

PROJECT DESCRIPTION

Briefly describe the current conditions.

Currently, this section of Auburn Way South/SR 164 is a 3-lane road without curb, gutters, sidewalks, or appropriate lighting. The posted speed limit is 35 mph with 85th percentile speeds between 38-41MPH. Auburn Way South/SR-164 is a primary transit route for King County Metro with several bus stops in the immediate project vicinity. The 2009 ADT on this corridor was approximately 36,000 vehicles.

This is a high risk location due to the existing volume of traffic mixed with the high levels of pedestrian and bicycle activity generated from nearby high density residential development and commercial attractions including the Muckleshoot Casino and a 43,000 sq. ft. shopping center.

Briefly describe the project construction.

The Auburn Way South Corridor Widening project is approximately .14 miles in length, from Fir ST SE to Hemlock ST SE. This project will construct a 5 lane section consisting of 2 through lanes in each direction and a center turn-lane with U-turn/Transit pullouts at Hemlock ST SE. This project will also construct all necessary signing and striping. There will be continuous 10-foot wide sidewalks, street lighting, street trees and storm drainage improvements.

A new traffic signal will be constructed at the intersection of Hemlock ST SE and Auburn Way South/SR 164 with full ADA compliant ramps, audible pedestrian push buttons, and countdown signal heads.

Briefly describe the intent of this project.

The intent of this project is to improve pedestrian and vehicle safety, reduce congestion, promote cycling and transit ridership, and improve access to economic activity centers.

ROADWAY CHARACTERISTICS

Enter the required information in the table below

	EXISTING	PROPOSED
Pavement Width (Curb to Curb or Edge to Edge)	**40-64**	**61 feet**
Number of Travel Lanes (Not Continuous Left Turn Lane)	**2 lanes**	**4 lanes**
Continuous Left Turn Lane Width	**11 feet**	**11 feet**
Intersection Control	**Stop sign**	**Traffic signal**
Shoulder Width	**4 feet**	**0 feet**
Curb Placement	**none**	**Both Sides**
Bicycle Lane Type	**No Bicycle Facilities**	**Combined Lane - both sides**
Bicycle Lane Width	**N/A**	**N/A**
Sidewalk Placement	**None**	**Both Sides**
Sidewalk Width[1]	**N/A**	**10 feet**

[1] Minimum width is five feet with no obstructions.
Sidewalk with curb separation on both sides is required by WAC 479.12.121 (UAP).

PROJECT ELEMENTS

Give a brief description or select the appropriate response for each component of proposed project work

Road Surfacing Improvements **Reconstruction & Widening**

Intersection Improvements

Add Right Turn Pocket **1 intersections**

Add Left Turn Pocket **2 intersections**

Add Roundabout **0 intersections**

Drainage & Water Quality Improvements

Drainage system improvements for the new arterial improvements will meet City requirements and will consist of typical drainage structures (catch basins, conveyance pipes, etc.).

Traffic Signalization & Illumination

A new traffic signal will be constructed at the intersection of Hemlock ST SE and will include ITS cameras, fiber interconnect and ADA compliant pedestrian push buttons and signal heads. In order to provide for safer vehicle, bicycle, and pedestrian access during hours of darkness, the entire project corridor will be illuminated. The type and spacing of illumination standards will meet the identified goals of both the City's Comprehensive Plan and the Downtown Plan.

Landscaping & Aesthetic Elements

Landscaping elements will be incorporated into the roadway as shown in the typical roadway cross section figure.

Relocation of Existing Utilities **Relocate overhead utilities to new overhead location**

Retaining Walls

Retaining walls are proposed along either side of the roadway.

Other Elements

A future phase of this project will construct a designated mid-block crossing between Elm ST SE and Fir ST SE. Pedestrians will be protected by a pedestrian activated rapid flashing beacon to bring attention to motorists that pedestrians are present. The project will include new lighting and an upgrade to the signal at Dogwood ST SE to countdown pedestrian signal heads and ADA compliant push buttons for improved access for the physically impaired. A new landscaped median island to eliminate multiple left turning conflicts along the corridor is also proposed for this future project. The future phase includes new street lighting, relocating existing utility poles to back of sidewalk and other mitigation for roadside pedestrian/bicyclist hazards. Other grant applications have been applied for to complete the construction of this future phase of the project between Dogwood ST SE and Fir ST SE.

SAFETY

Complete Accident Analysis Worksheet
TIB staff may request accident diagrams and supporting documentation during application review

Annual Benefit **$449,355**

Describe existing hazard(s) within the project limits and how project mitigates the hazard.
If the hazard is included in the Accident Analysis, do **not** write up as a hazard.

Hazard 1 Frequency of severe accidents at Hemlock ST SE and Auburn Way South. Lack of assignment of right-of-way to opposing movements of traffic at the intersection. Installation of the new signal will likely reduce the frequency of certain types of accidents, especially right-angle (broadside) collisions. Installation of the new signal will improve safety of pedestrians attempting to cross this major street.

Hazard 2 Reduce pedestrian and bicycle accidents between Fir Street SE and Hemlock Street SE by providing sidewalk and street lighting improvements. This corridor is not safe for pedestrians and bicyclists due to inadequate facilities and lack of areas to cross this high volume highway to get to existing pedestrian generators. This is a high risk location due to the mixture of pedestrian and bicycle generating high density housing and office uses situated across the street from major commercial attractions consisting of the Muckleshoot Casino and a 43,000 sq. ft. shopping center. These new facilities will also link with other existing sidewalks along the route increasing pedestrian connectivity. The intersection at Hemlock will be reconstructed with a signal to improve traffic flow (Hazard 1) and improve pedestrian safety. The project includes accessible ramp improvements at all intersection corners within the limits of the project. Widened lanes will make bicycle travel safer since this area is a shared roadway.

Hazard 3 Create a safer walking environment for pedestrian and rider safety to and from transit and school bus stops. This project will remove barriers that deter riders from utilitizing METRO and school stops because of safety concerns. This project will relocate an existing bus stop near Hemlock ST SE away from existing utility fixture obstructions and relocate the bus stop closer to the signalized traffic signal at Dogwood ST SE.

Hazard 4 Existing sight distance at the intersection of Hemlock Ave SE and Auburn Way South is very steep. This makes it difficult for drivers to easily see on-coming traffic when stopped at the intersection. By widening the roadway to accommodate the new traffic signal, applicable standards will be utilized correcting the existing sight distance hazard.

Project adds access control measures ☐ YES ☑ NO

If **yes,** describe access control measures **None**

Project eliminates existing at-grade railroad crossing **NO**

If **yes,** describe facilities being separated

MOBILITY

ADT 36000 Projected ADT 59600

Select truck route classification from list below

T-2 ~ 4 to 10 Million Tons Annually

Network Development

Is project a continuation of a previously-funded or completed project or a new route? **NO**

If **yes**, select type _____

*Project must meet **all** of the following criteria for **completes corridor***

- Project is last section of corridor with natural limits
- Previously completed corridor sections were/are TIB projects

If **completes corridor**, enter Corridor Termini _____

Enter number of buses per peak hour 10.00

Select Freight Facility Access provided by project **Improves access to intermodal freight facility**

Mark all freight-carrying modes accessing the facility

☐ Airplane ☐ Rail ☐ Ship ☑ Truck Enter trucks per day **7,030 ADT**

Briefly describe freight access created or improved by project.
This project will increase the ability of freight to move more efficiently through the corridor. Auburn Way South as a highway serves a strategic freight corridor. SR 164 is a T-2 freight route carrying an average of 4.6 million tons of freight annually. It terminates at SR 18, a T-1 freight route. According to the SR 164 WSDOT Corridor Study truck traffic comprises as much as 19% of the total traffic on SR 164 near the SR 18 interchange. SR 164 is also the primary commercial link for horse and dairy farms east of Auburn to Emerald Downs and Puget Sound markets. This project will also increase the efficiency of freight to the railroad distribution centers throughout the Green River Valley. The Burlington Northern Santa Fe and Union Pacific Railroad corridors passes through the Cities of Fife, Puyallup, Sumner, Auburn, Kent, Renton, and Tukwila. Hosting approximately 75 trains daily, these vital rail corridors will benefit by reducting delay of trucks traveling on the Auburn Way South/SR 164 Corridor.

URBAN ACTIVITY CENTER

How does the project improve access to or circulation within a central business district or activity center? Describe below.

The City of Auburn is a Regional Growth Center in the heart of the Auburn/Kent Valley with significant residential, commercial, entertainment, and industrial development. Auburn Way South (SR 164) provides significant economic and transportation benefits to the Auburn Urban Center by serving as a multimodal corridor, moving transit, personal vehicles and freight to, from and through the Urban Center. Auburn Way South (SR 164) begins in downtown Auburn, a regionally designated Urban Center, and continues southeast to Enumclaw, where it connects to SR 169 and SR 410. The safety and capacity improvements proposed along this segment (Fir ST SE to Hemlock ST SE) will enhance access to the Urban Center by providing motorists, transit users, pedestrians and bicyclists a safer route. The benefits achieved by reducing the frequency of accidents will result in a more efficient corridor and, improve access to Auburn's Regional Growth Center.

SUSTAINABILITY

Has your agency adopted a green house gas reduction, sustainability, or energy conservation policy?

☑ YES ☐ NO

If **yes**, provide the resolution or policy number Resolution #4477

If **yes**, briefly describe the policy below
The City of Auburn adopted an energy conservation policy on May 4, 2009 (Resolution #4477). The purpose of this policy is to reduce the City of Auburn's energy consumption and improve energy efficiency for all government buildings, vehicles, and equipment consistent with the need for safe and secure City facilities and operations.

Check or fill out all that apply
*Boxes marked with an * require additional information to be given under the "Sustainability" tab*

1. Mode Accessibility

1.1 Completes gap in HOV system	☐
1.2 Adds HOV lane each direction	☐
1.3 Adds queue jump or transit only Lane	☐
1.4 Improves non-motorized access to Park & Ride or Transit Center	☑
1.5 Completes gap in bicycle route	☑
1.6 Extends bicycle route	☑
1.7 Constructs 10-foot separated path or two 5-foot striped lanes	☐
1.8 Installs more than one bike parking facility along the project (multiple bike racks)	☐
1.9 Includes planter strip (3 foot minimum)	☐

2. Energy Measures

2.1 Installs solar power panels or on-site power generation technology to support facilities in the road right of way	☐*
2.2 Number of incandescent street lights **replaced** with low energy lights	**3**
2.3 Number of **new** low energy street lights	**5**
2.4 Number of incandescent traffic signal bulbs **replaced** with low energy bulbs	**0**
2.5 Number of **new** low energy traffic signal bulbs	**32**
2.6 Includes emerging energy technologies	☐*

3. Environmental Measures

3.1 Eliminates water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address **100%** of all project impervious surfaces	☐*
3.2 Reduces water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address **25% to 75%** of all project impervious surfaces	☑*
3.3 Adds vegetated areas left undisturbed or compost-amend the soil with native plantings	☐*
3.4 Adds hardscaping or climate appropriate plantings	☐*
3.5 Includes emerging environmental technologies	☐*

4. Recycling Measures

4.1 Includes on-site reuse of pavement	☐ *
4.2 Includes on-site of subsurface material	☐ *
4.3 Includes on-site of organic material	☐ *
4.4 Includes on-site of other materials	☐ *
4.5 Uses recycled pavement (hauled in)	☐ *
4.6 Uses recycled subsurface materials	☐ *
4.7 Uses recycled organic materials (hauled in)	☐ *
4.8 Uses other recycled products	☐ *

Remember - if you check a box with an * you must fill out the Sustainability tab

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package.

Agency Official Signature

Mayor, City of Auburn
Title

Pete Lewis
Printed Name

August 31, 2010
Date

Funding Program **Urban Arterial Program (UAP)**

Agency Name **AUBURN**

Project Name Auburn Way South - SR 164 ~ Fir St SE to Hemlock St SE

Project Intent The intent of this project is to improve pedestrian and vehicle safety, reduce congestion, promote cycling and transit ridership, and improve access to economic activity centers.

Describe how the project supports development in and revitalization of the existing downtown area.

The need for the project was first identified more than a decade ago, during the development of the City of Auburn Comprehensive Transportation Plan, and was later modeled in subsequent studies of circulation patterns in Auburn. The capacity and safety improvements proposed along this segment of SR 164 (Fir ST SE to Hemlock ST SE) will enhance access to the Urban Center. Auburn Way South (SR 164) provides significant economic and transportation benefits to the Auburn Urban Center by serving as a multimodal corridor, moving transit, personal vehicles and freight. Auburn Way South (SR 164) begins in downtown Auburn, a regionally designated Urban Center, and continues southeast to Enumclaw, where it connects to SR 169 and SR 410. Classified as a principal arterial, Auburn Way South is a multilane facility for about half of its 4.4 mile route within the City of Auburn's limits with no true parallel arterial route. Hence it carries a large amount of local and regional traffic to and from the centers it serves. This project will reduce delays for commuters traveling to Auburn Station and freeways, and also enhance multimodal access from the SR 164 plateau to the SR 18 freeway interchange.

Explain how the project is consistent with the local comprehensive plan for residential and non-residential development densities.

The City of Auburn Comprehensive Plan designates the areas in the vicinity of the project site along Auburn Way South (SR 164) as a mixture of commercial and residential infill development. These goals and policies regulate the density, size, and architectural design of new infill development along this corridor. Keep in mind that this portion of Auburn Way South is bordered by Muckleshoot Indian Tribe property and is the principal access through the Reservation. The Reservation consists of six sections of land amounting to approximately 3,840 acres, in which much of it still undeveloped or in the very early stage of development. However, the tribe has aggressive plans to develop much of this land with new commercial and residential land uses. The economic prosperity of the Muckleshoot Tribe is linked to Auburn Way South (SR 164) as its sole route of access. The importance of this segment to the tribe and the communities of Auburn and Enumclaw will only increase as this land continues to develop with new commercial land uses and at the planned urban densities by the Muckleshoot Tribal Council.

Describe how the project promotes the use of transit and other multimodal transportation.

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Sidewalk Access to Transit Center or Passenger Terminal

Other Multimodal Components:

This project will provide new sidewalks on Auburn Way South including ADA ramps at the intersections with Fir Street SE and Hemlock Street SE. A new traffic signal at the intersection of Auburn Way South and Hemlock Street SE will include bicycle detection loops, countdown pedestrian signal heads and audible push buttons. Transit pullouts will be constructed at the Hemlock Street SE intersection to improve transit access. Wider curb lanes will also be constructed to provide enhanced shared bicycle routes.